

The Sun AND NEW YORK PRESS.

SATURDAY, JUNE 1, 1918.

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Entered at the Post Office at New York as Second Class Mail Matter.

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THE EVENING SUN, For Month.....\$0.50
THE EVENING SUN, For Year.....\$5.00
THE EVENING SUN (Foreign), For Mo. 1.50

All checks, money orders, etc., to be made payable to THE SUN.

Published daily, including Sunday, by the Sun Printing and Publishing Association, at 100 Nassau street, in the Borough of Manhattan, New York. President, Frank A. Munsey, 100 Nassau street; Vice-President, Edwin Wardman, 150 Nassau street; Secretary, J. M. Patterson, 150 Nassau street; Treasurer, Wm. S. Dewart, 150 Nassau street.

If our friends who favor us with manuscripts and illustrations for publication will send them to the editorial office, they will be in all cases sent promptly for publication.

TELEPHONE, BUREAU 1200.

Let Us Forget the Interstate Commerce

Let Us Forget the Interstate Commerce

Lack of national preparedness, lack of national foresight, worked economic and financial havoc with us in the matter of our military power.

Billions of dollars, which in a better-armed war emergency efforts we are expending, tens of millions which we must yet spend, we never in all probability should have been called upon to spend if, in due season and with reasonable outlay, we had made ourselves fit to fight.

Worse yet, we are spending lives incessantly dearer to us than money, we may spend them by the hundreds of thousands, because in the days when we have made ready to defend ourselves as mere insurance against the possible dangers and ordeals which now have come to pass we did nothing.

The same cause—lack of foresight, positive refusal to provide for the future—a very obsession of tearing down—worked economic and financial havoc with our national railway system.

And so, similarly, the nation is now spending hundreds of millions of dollars which it never would have needed to spend, the public must bear hundreds of millions of transportation taxes which it never would have needed to bear, if the United States Government, one Administration and one Congress after another, had not pursued, year in and year out, a perverse policy which wrecked the finest and strongest railroads which the world had ever known, perhaps ever will know.

If that water has gone over the dam, if no criticism can undo the harm which has been done, if merely talking about that delirious past can now solve no problem of the moment, nevertheless the plain facts should be spread upon the minutes to be preserved as the permanent record.

For the better part of a generation it was the national passion not only to ride the pockets of the railroads, but to cut their throats. Now they are safe against attacks from within as well as from without the law.

For the better part of a generation labor organizations could raid the carriers for a 10 per cent, a 20 per cent, a 30 per cent, increase of wages and cart off the booty. But the Interstate Commerce Commission, the Government behind it, and the nation behind both, would not listen to a 1 per cent, increase in traffic rates to compensate in part for those wage increases and to keep the roads out of bankruptcy. Now, just as before, hundreds of millions of increased wages go to the employees from time to time, but a 15 per cent, increase in traffic rates is not too much, nor is a 25 per cent, increase, nor in some instances a 40 per cent, increase, to cover those greatly increased wages and the other higher costs of doing railroad business.

For the better part of a generation the law forbade railways, under heavy penalties, to make agreements which would permit them to practise economies of operation, to apportion freight and route it so that it could be hauled at the lowest cost and to the largest advantage of the carriers. Competition was a court decree. Pooling was a thing for which a man must go to jail. Now pooling is the basic principle of the Government's operation of the railroads. Now discrimination is a virtue as bright as rebating once was a crime black. Now the Government does not merely say traffic may be routed to make the best hauls for the roads, whatever treatment of the public results; it says it must be. Now the Government does not merely say competition is unnecessary; it

says it cannot be. Now the Government does not merely say rail business, receipts and profits may be pooled; it says they must be. Now the Government does not merely say the public must be served cheaply; it says the public must pay.

For the better part of a generation the Government through Congress made laws and through the Interstate Commerce Commission executed them, so as to cripple, starve and scrap the railroads. Now a railroad man, under Government sanction and inspiration, may take a monkey wrench and smash up the Interstate Commerce law, as for many years the Interstate Commerce Commission could smash and did smash up the railroads.

For the better part of a generation the Interstate Commerce Commission was an omnipotent and ruthless destroyer of the railroads, good and bad. Now the Interstate Commerce Commission is only a gloomy shadow of a gloomier past.

Nobody is going to blame the Director-General of Railroads either for raising wages or for raising traffic rates to pay those wages. Nobody is going to blame him for pouring into the railroads hundreds of millions of money or for raising traffic rates to meet those bills. These things had to be done promptly and effectively or there would have been no rescuing the wrecked railroads, war emergency or no war emergency. They had to be done promptly and effectively or the few first class railroads left in the field would have had to be junked.

There is no fault to find with the present Administration, moreover, for the wrong done in the past generation against the splendid railway system which had been built up by American genius and courage and torn down by national folly and mischief. This was all before the day of those who constitute the present Government. Democrats and Republicans alike of that unhappy era, however, we can blame, for they were all of the pack bot in the hunt of the railroads to the death. We can all remind ourselves that it will be as fatal after the war to go back to the old policy of stripping and starving the railroads as it proved to be before the war. Let us not forget.

A Civilized Nation and Another.

The despatch reproduced below records another assault by German

airmen on institutions that are held sacred by the fighting men of every civilized nation on earth:

"WITH THE BRITISH ARMIES IN FRANCE, May 30.—German airmen deliberately dropped bombs on hospitals housing scores of American and hundreds of French wounded a few miles behind the battle front on Tuesday night.

"A number of patients were injured and a French nurse was killed. There were several deaths among the civilians in the town."

It is appropriate and fitting to read with this another message from across the Atlantic. It is as follows:

"LONDON, May 29.—The British Government has consented, on religious and humane grounds, that so far as is concerned there shall be no air raids on cities in the vicinity of the battle front during the daytime to-morrow, the Feast of Corpus Christi.

"This decision follows the receipt through the Vatican of the request, recently made by the Archbishop of Cologne, Cardinal von Hartmann, that in view of the serious damage done lately by British air raids in that city there should be no bombing there during the Corpus Christi procession."

It is unnecessary to comment on these despatches. They carry their own lesson. It is not out of order, however, to remark that the Government which in the prosecution of its military plans deliberately attacks the shelters occupied by wounded men, by doctors, by nurses, will unquestionably look upon the agreement of the British not to molest a religious procession as evidence of contemptible weakness and sentimentality.

Not Gold but Fish Is Now Alaska's Greatest Asset.

Alas, for our Alaska! The days of old, the days of gold, the days of Jack London are no more. All the gold there is in the Territory glitters, no doubt, but the really golden stream of Alaska's wealth comes pouring into the States drably packed in barrels, boxes, in cans and in sacks, without a single glitter. Indeed, the fish products of Alaska alone exceed in value by the handsome sum of \$18,220,237 the value not of her gold only but all her mineral wealth. More humbling yet to the pride of the noble metals neither gold nor silver shipped during 1917 had the value of a single fish product out of many.

To be exact with these figures, all of which relate to Alaska's shipments to ports of the United States only during last year, her canned salmon was valued at \$41,478,514 and her gold shipment was \$17,830,440. Copper with its value of \$27,243,510 led not only gold but all other minerals combined, tin, tungsten, antimony, lead, silver, gypsum and marble.

So the great wealth of Alaska is no longer panned out of gravel found in the water beds of her wild gulches, milled out of ore blasted from her mountains; it is produced by men along her shores who would look quite at home in a picture of many points along New England's coast, labor-

men, and the canners and packers who handle their catches.

The total value of the Territory's shipments of fish for the year was \$48,793,482; of mineral product, \$42,573,243. She sends us fish fresh, dried, pickled, canned, she sends us herring, clams, shrimps, she sends fish fertilizer, fish oil. Her new and amazing industry is organized as is Chicago's packing industry—there is no waste.

The tables of Alaska's shipments back home to her older sisters tell a wonder tale of a quick reversal in the Territory's industry and commerce. But what is told by the two classes of shipments which have been here dealt with fails to tell what may be of greater significance to the economist; that which is told under one humble item in the classification, "Other products." No tale told here of wild and frozen gulch, of storm swept coast, but to the prophetic eye much may be seen, perhaps, in the simple line, "Turnips, pumpkins, 249,767."

A City Employee Who Wanted to Go to War.

We are not aware that Mayor Hylan has given up the writing of letters for the duration of the war, or for any other period of time, definite or indefinite. If he has uttered any such resolution and it has escaped us, he should rescind it to the extent of writing a letter which will explain his attitude toward city employees who wish to enter the military service; and explain more particularly the reasons why he declined to grant to THOMAS H. CURTIN, an assistant medical examiner in the Bronx, the leave of absence without pay which Dr. CURTIN wished to obtain so that he might, with a more comfortable mind, remain in the Medical Corps of the army.

THE SUN does not know Dr. CURTIN from ADAM; or more correctly, it knows much more about ADAM than it does about CURTIN, being familiar with the very good reasons why ADAM was given from the Garden, and only wishing to hear, from the Mayor himself, the possibly good reasons why Dr. CURTIN has been forced to resign less ideal surroundings. It only knows, from the correspondence that has been published, that Dr. CURTIN, a physician of repute, had served the city for eighteen years; that he trained at Plattsburg and received a commission as Captain in the Medical Reserve Corps; that he applied a few weeks ago for permission to be absent without pay from the city's service for the duration of the war; that the Mayor abruptly disapproved the application, and that Dr. CURTIN, having to make a choice between his city job and his patriotic desires, swung to the latter.

The fact that Dr. CURTIN has resigned a job that paid him \$600 a year more than he will get in the army has little to do with the case. Neither do we fear that a physician who is connected with at least one college and four hospitals will starve when he comes out of the army. We are not thinking of Dr. CURTIN so much as we are of the Mayor's attitude. The country has been informed on such unimpeachable authority as attaches to the word of General Pershing and Surgeon-General Gorham that the army needs medical men—thousands of them. Is the Mayor's way the way to encourage citizens of New York who are inclined to enter the medical or any other branch of the service? What will be the effect of the Mayor's ruling on other men, possibly not so well assured of the future as Dr. CURTIN is, who have it in their minds to leave the city's comparatively trivial work long enough to help win the war?

We submit that a letter on this important subject would be of great interest.

The National Forests of the East.

President Wilson's proclamation establishing three new national forests was one of the final steps in carrying out the provisions of the measure for forest conservation passed by the Senate after a heated discussion in February, 1911. The bill provided for the building up of a forest reserve in the East; and as the new forests designated in the President's proclamation are in the region of Oxford county, Maine, and Coos and Carroll counties, New Hampshire, and in the Shenandoah and Natural Bridge regions of Virginia and West Virginia, they represent the Appalachian and White Mountains, the two sections which the conservation projects were principally intended to cover.

It is estimated that since the beginning of the purchase policy there has been selected for national forests in the East about 1,000,000 acres. Within this territory are the forests of the Appalachian region, the only great hardwood forests left in the United States. One of the best of the timber tracts is the 7,000 or more acres in the Mount Mitchell region of North Carolina. Other valuable accessions are in the Blue Ridge, where the lower slopes are covered with giant oaks, hickories, hemlock, beeches and other varieties of broad leaved trees. These constitute an entirely different forest from the evergreen forests of the national domain in the West and Northwest.

The protection of the forests for the resources in lumber and wood they furnished was not the only important consideration of the bill. The section set apart for preservation includes also the region upon which the water supply of the East is in a very large measure dependent. Stripping the hills of trees decreased the water power for mills and factories. Another great loss was from drought and flood. This was especially the case in the South, as there were no grasses in the Appalachian to prevent erosion and no natural reser-

voirs, such as the New England lakes formed, to store the flood waters. It is estimated by geologists that 8,000 square miles of soil had been washed from the slopes of the Southern mountains on account of the destruction of the forests.

The conservation of the resources of this region will have, too, a very important part in fulfilling the after war plans of this nation, a part which the original projectors and makers of the bill had not conceived. We shall need all the power of our streams and the wealth of our soil to bring our manufactures and agricultural lands to their highest productiveness. Northern Europe, stripped of its own forests, will have an urgent need of lumber and wood products to rebuild its towns and villages, and it must turn largely to this country for its supply.

Of the VANDERBILTS who have held the presidency of the New York Central Railroad Company took office when he was 15, WILLIAM K. JR., was there 16, and now WILLIAM K. JR., is there at the age of 40. The man who served longest as the great road's president is CHAUNCEY M. DREW, who served to the death thirteen years of his useful life, from 1885 to 1898, and who still reigns as chairman of the board of directors of the Vanderbilt line.

God has granted us a splendid victory and will help further.—The Kaiser.

Faith, Hope and Schrecklichkeit, these three; but the greatest of these is Schrecklichkeit.

When a delighted constituent receives from his Representative or Senator in Congress a catalogue of Agricultural Bulletins with a request to check off those he yearns for, his transports of joy are sometimes modified upon learning that he must pay full rate for each bulletin he sends in request. The Committee on Public Information, sometimes referred to as the Creel Bureau, imposes no such burden on the citizen. It sends out a list of its publications printed on a franked card which may be mailed free of charge. This is to send in thousands of requests, millions perhaps, which would be withheld were postage payment required. But who should complain? Cannot thousands of additional sacks of franked mail be cared for handily now that flying machines are daily carrying several pounds of mail?

Lieutenant IRVING WOOD of Oakland, Cal., with a slight thing would, once played with the University of Wisconsin football team, liked it to a football rush, only less rough.—From the field of Chicago.

An eloquent tribute to the gentle quality of Wisconsin football.

Blessings sometimes are disguised as hardships. A charge of 30 cents from Brooklyn to Jamaica may prompt protests from Mr. McADOO, but on the other hand, by discouraging traffic, it may insure the possession of at least 30 cents at the end of a day to some small patron of the Jamaica racetrack.

WOOLESS CIVILIANS.

Again the Project of Bidding the Country of Dogs.

TO THE EDITOR OF THE SUN.—Sir: No wool at all for civilian use for a year will be the result of the United States putting 5,000,000 men in the field, according to wool dealers.

President Wilson estimated in his speech in this city a few days since that we would put many more than 5,000,000 men in the field. If we do that where are we going to get the wool necessary to clothe them, to say nothing of the great importance of woolen clothing for the civilian population?

For we make individuals and agencies have been urging the importance of increasing the wool supply.

The United States Department of Agriculture in Farmers Bulletin 652 says that the number of sheep would increase from 150 to 200 per cent, in thirty-six States, including the States of New York, Mississippi, Rhode, if it were not for sheep killing dogs. As all methods heretofore employed to protect sheep from dogs have failed it is manifest that we shall have to employ some other method or suffer, perhaps very severely, from want of wool and meat.

I think, as many others think, that the thing to do is to get rid of all dogs, except possibly those, if any, that are of proved benefit to the general public. So long as people keep dogs they can't or won't prevent them from killing sheep.

Dogs also cause vast injury to health by barking and carrying disease germs, and so long as people keep dogs they can't or won't prevent them from causing injury to health. Practically all dogs are likely to cause injury to health and annoyance to the public. Anything that does not tend to public health and safety is the duty of the police and health officials to suppress. If they will get busy they can soon and the dog menace and imposition. The fact that dogs consume a vast amount of food that is needed by human beings is itself reason enough for getting rid of them.

It is said that sheep are protected by sheep dogs, but in addition to the objection to this that has already been made, namely, that it would probably be difficult if not impossible to get in a reasonable time dogs enough to supply the millions of farmers who would keep sheep, if they were protected against dogs, there is the further objection that it would probably take to feed the dogs a large part if not all the profit that could be made out of the few sheep that most farmers would keep. A man who sells dogs and who is not likely to breed them is a good deal more likely to tell me that it costs at least \$2 a week to keep a collie. Thus it would cost over \$100 a year to keep one dog, perhaps as much or nearly as much as a farmer could make on a few sheep, possibly even more, while it might take two or more dogs properly to protect a small flock of sheep, if this can be done by dogs at all. Optimist.

New York, May 31.

Premature Appearance of the Third Term Question.

TO THE EDITOR OF THE SUN.—Sir: The most suggestive treatment of the war situation yet published is that of THE SUN of recent date entitled "The Mystery of Germany's War Power" and the pessimistic comments thereon by Mr. CURTIS.

Assuming that but half of what is true, the question is none too timely: Will the extraordinary conditions prevailing two years hence demand the re-nomination of our present Chief Executive, thus setting aside the traditional third term bugaboo?

ISAAC MARKOV.

New York, May 31.

THE FABRICATED SHIP.

Ships are at least 6,000 years old, for Egyptian records of that era depict vessels capable of transporting fifty or more persons on the waters of the Nile. The Chaldeans, Hindus and Chinese built ships in the very earliest ages. The Phoenicians 3,000 years ago had trimarans with decks, masts, yards, stays and a rani.

But from the day when man invented the sail until 1800 there was less progress made than there has been in the twelve decades since. From the Phoenician to Columbus there was comparatively little change in design—high at poop and stern and approximately four times their beam in length. From Columbus to Fulton there was more development, but after all the chief difference between the clipper ship and the Chinese junk was refinement, not revolution.

Since 1800 man has devised the steamship, the iron hull, the armored battleship, the submarine, the internal combustion engine and it is too much to say the Agawam brood is worthy to be ranked with these other inventions. For the modern built ship, each by an individual pattern. Now he proceeds sensibly to turn them out wholesale, at great speed, with parts interchangeable for repairs, and the formerly heavy expense of design reduced by a percentage which steadily increases by mathematical progression—the new ship built on the original design the least the architectural expense until it approaches zero.

If the fabricated ship takes rank with the other evolutions, it will be seen that America, with the steamship, the armored warship, the submarine and the knowledge of modern machinery, is of American development of the sailing ship and "power boat," has contributed more to the art and science of shipbuilding in the brief 142 years of her independence than all the world besides since the dawn of history.

CORNELL AND STANFORD.

Their Conflict Over the Interpretation of David Starr Jordan.

TO THE EDITOR OF THE SUN.—Sir: At an annual reunion of Cornell University on May 19 twenty-two members of the class of 1873 are reported to have passed resolutions unanimously charging David Starr Jordan with disloyalty to America and requesting Cornell to revoke the degrees conferred upon him.

At the same time Stanford University, numbering nearly 2,000 men and women, 3,500 miles away, held a special meeting and passed resolutions denouncing the action of the Cornell class of 1873 and concluding its public declaration with the expression of tender to Dr. Jordan for his "frank and fearless attitude in his attack upon the military caste of Germany."

On May 22 the Commonwealth Club of San Francisco, a non-partisan, multi-sectarian, intellectual organization of several hundred of the most influential and conservative citizens of the city, held a meeting and sent a telegram to President Gould Schurman of Cornell protesting against the action of the Cornell class of 1873 in charging Dr. Jordan with disloyalty, and declaring: "Dr. Jordan is giving his influence in support of the military caste of Germany."

War Goes On, delivered before the Commonwealth Club, February 9, 1918, was the most powerful arraignment of the German Government and of the German system we have heard. Dr. Jordan has come to the conclusion that the only safeguard for peace is to treat the military caste of Germany as Germany. Data will follow by mail."

David Starr Jordan was a member of Cornell's pioneer class. He was graduated from Cornell in 1872 and was a teacher of botany in Cornell his last year there as a student. Cornell has who cares for the world's welfare in 1872 the degree of master of science and in 1886 the degree of doctor of laws.

Dr. Jordan also holds the degree of doctor of medicine from Indiana Medical College, the degree of doctor of philosophy from Butler University and the degree of doctor of laws from the University of Chicago. He is also a member of the University of Illinois, and from Illinois College, and perhaps other degrees conferred in recent years. He taught in ten higher educational institutions of America. He was president of Indiana University for six years and then was for twenty-three years president of Stanford University and is now its honored and beloved chancellor emeritus at the age of sixty-eight. A few years ago he was president of the American Education Association. He is the world's authority on fishes. He is the author of many books covering a wide range of subjects, from algal life to the evolution of man. He is a lecturer of world renown and familiar in many countries. For the last ten years he has battled with voice and pen for the cause of world peace.

Physically a giant, four inches taller than six feet, Dr. Jordan is even more commanding in his bearing than in his spring and constructive leader of men to decent achievement and good and unselfish citizenship.

I wonder if all together those twenty-two members of the class of 1873 have attained achievements for the good of all, that that class of men, every body (corpus) can know but what spirit is not vouchsafed to a body (corpus) per se. Then your work might be interesting.

LOUIS M. EISENHART.

Supreme Spirit of the Spherer, Supreme Scientist Long Past.

New York, May 31.

TRADE BRIEFS.

Consul R. C. Buser in summarizing the industrial condition of Norway reports that there is a scarcity of many staple goods, including linens, linings, packings, waddings and leathers. Suitings for men's suits now retail at prices ranging from \$4.85 to \$9.75 a yard, with the latter the most common. Difficulty is experienced in getting tin plate for canning fish and many of the canneries have been closed.

WOODEN SHIPS, with tonnage ranging from 150 to 300 tons, are being built at the seven shipyards in Malacca, Straits.

There is an opportunity for the sale of marine motors of American make, as most of the vessels are being built in the Straits.

Consulate in Malacca, Straits, in order to prepare for an after war trade. The market is an attractive one.

HE FINDS NO NEW MESSAGE IN "THE SUMMERS."

TO THE EDITOR OF THE SUN.—Sir: There is an old story of the professor who spoke eighty-four languages and hadn't anything worth hearing to say in any one of them. So-called spirit messages generally rouse no question of their authenticity because of the utter unimportance of their contents.

"The Summers," published by you on May 25, falls into a somewhat different class. It is a poor paraphrase of what has often been said with force and beauty. One such, embodying the same thought, runs, "Prepare ye your souls to that when you leave the ship of your pilgrimage ye may have rest and fall not into condemnation." There are many such by quite workaday men, so that it seems our friends on "the other side" have neither novelty of thought nor felicity of speech. W. M. STANFORD.

New York, May 31.

LOUIS ON THE SKY'S BLUE.

Master of All Scientific Knowledge at 16, He Says Something.

TO THE EDITOR OF THE SUN.—Sir: The two letters you printed regarding the color of the sky were hilariously amusing. Two such theories, one by a noted scientist, prove infallibly the trend of science to seek for a materialistic cause and effect to everything in the natural world; whereas the only trustworthy way is always to consult spiritual premises which invariably result in irrefutable conclusions. Darwin, Spencer, etc., blundered; but the great astrological pundit put them all to shame. The latter knew every phase of the material world before they reached their further knowledge of the hidden spirit world, which, after all, is the real world, which again can only exist when the laws of the Almighty are allowed to function. For instance, take away the law of cohesion, then matter would not be; this for short. Of course in a letter an alignment of illustrations must be limited.

Mr. Rudyard's theory is most comical. It is impossible. The same can be said of Mr. Rullman. Just for short: when clouds appear, the constituents of the atmosphere, dust, chemicals, etc. (as he thinks they are), would give them a blue color also; but clouds do not emit light, but rather reflect it. The sun's rays, which are white, are what we commonly term the sky; that beyond this blue eternal garment of our globe space is black and icy cold? Each other planet was created on the same plan. Mr. Rullman's theory is so unscientific that it is absurd to dwell upon its freshness.

It is a pity that the materialistic and the office of the sun in the cosmos. If such should happen we must regard nature as being apomorphic in her marvelous ways of creation. However, nature is inscrutable, and merely smiles at the theorists who try to unravel her mysteries.

All scientific books on the materialistic quantity of blue in vegetation be sufficient to fill a space of over sixty miles high and over 12,000 miles in circumference—this is the materialistic answer. Give a better theory.

It was a puzzle to me, at 17, why all scientific books on the materialistic quantity of blue in vegetation be sufficient to fill a space of over sixty miles high and over 12,000 miles in circumference—this is the materialistic answer. Give a better theory.

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